

**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIC REGION
TUMWATER, WASHINGTON**

**ROUTE DEVELOPMENT PLAN
STATE ROUTE 507
LEWIS COUNTY LINE TO SR 7
MP 5.44 TO MP 43.57**

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LEWIS COUNTY LINE TO SR 7
MP 5.44 TO MP 43.57

Approved By:

Region Administrator, Olympic Region

Date

Concurrence:

State Design Engineer, O.S.C.,

Date

Concurrence:

Transportation Planning Office Manager, O.S.C.

Date

Vision Statement

An efficient network of transportation facilities in the Puget Sound Region is vital to moving people and goods. Transportation affects us all--our lives and livelihoods depend a great deal on an efficient transportation system that offers opportunities for various choices and modes of travel. To many extents our transportation facilities have served our travel needs, but they were constructed to accommodate a population of the past. It is evident that many transportation facilities in the Puget Sound region are now experiencing their service limits.

In order to assure an efficient transportation system for the future, it is important to plan for the growth that continues to occur. This Route Development Plan (RDP) outlines a vision for the future development of State Route 507. It was created with the help of a Stakeholder Steering Committee and citizens who took an active interest in the transportation planning process. This Plan provides recommended improvement strategies to existing and future deficiencies of the transportation system in the SR 507 corridor. Some of the recommended improvements in this RDP, such as access management implementation, are critical to assure adequate operation of State Route 507 in the future.

The recommended improvements and goals for the future development of SR 507 were achieved through cooperative planning efforts and consensus with affected city, county, and regional agencies. The State Route 507 Steering Committee members provided valuable contributions in the development of this RDP. They shared with the committee their respective agency Comprehensive Plans and transportation goals, policies, and targeted highway improvement projects. Collectively, these Comprehensive Plans and the *WSDOT State Highway System Plan* provided the impetus for what is recommended in this Route Development Plan.

SR 507 Route Development Plan

Study Limits

The study limits of this RDP begin at the Lewis/Thurston County line and end at State Route 7 (Roy Wye) in Pierce County. The milepost limits are from MP 5.44 to MP 43.57.

Organization of this Report

This SR 507 Route Development Plan is organized by various topics. To begin with, Chapter 1 discusses the route location, its classifications and existing conditions such as highway alignment, right-of-way, and geometric cross sections.

Traffic information and land use are presented in Chapter 2 of this RDP. Highway operating Levels of Service (LOS) are summarized, and tables are provided that highlight existing and future LOS for highway segments.

Chapter 3 presents recommendations for highway improvements. Nearly all of the mobility improvements listed for these routes would require additional revenue authority, such as an increased gas tax.

Appendix A in this RDP summarizes the local agency and public involvement process. These efforts added much value to this report, allowing the RDP Steering Committee to make decisions and recommend improvements based on many different agency and public needs.

Appendix B lists the objective statements and associated generic alternatives developed and adopted by the SR 507 Route Development Plan Steering Committee.

Appendix C contains letters of concurrence and comments from the various agencies that participated in the development of this RDP.

Appendix D of this RDP focuses on environmental issues at a screening level of analysis. This appendix provides an overview of existing environmental conditions and resulting concerns and/or limitations for the study area.

Appendix E offers selected text from WAC 468-52 for informational purposes as it relates to highway access management.

Appendix F provides a glossary of terms and abbreviations used in this RDP.

Appendix G of this RDP contains land use maps from the various towns, cities, and counties that SR 507 passes through.

Stakeholder and Public Involvement

A Steering Committee was formed to guide transportation decisions and reach a common vision on issues discussed in this RDP. This Committee included representatives from city, town, county, and regional agencies, Fort Lewis, and Intercity Transit.

WSDOT conducted two series of public open houses. The first round of four open houses was to solicit comments from the public regarding the route and the second round of four open houses was to present the recommendations developed by the Steering Committee. Additionally, two public opinion surveys were conducted. The first survey was supplied to participants attending the preliminary round of open houses. By obtaining license plate numbers from vehicles observed traveling along the route, a second, more formal survey was mailed out to 2700 users of the corridor.

Route Development Plan Recommendations

The recommendations in this Route Development Plan represent the efforts of many discussions with local agencies and the public. To aid the Steering Committee in reaching consensus on issues such as mobility, access management, and highway safety improvements, many WSDOT documents, including the current *State Highway System Plan, March 1996* and city and county comprehensive planning documents, were consulted. The *WSDOT Access Management Plan* classifications of SR 507 provided guidance to the Committee on the type of roadway median sections proposed as part of the mobility recommendations. The following page provides a brief summary of the Steering Committee's recommendations. A complete discussion of recommendations is presented in Chapter 3 of this RDP.

Summary of Steering Committee Recommendations

Lewis County to Yelm

- Provide additional capacity to SR 507 by constructing intermittent passing lanes between the communities of Tenino, Rainier, and Yelm.
- Widen existing shoulders to 4 foot minimum to meet standards for Designated Bicycle Touring Route from the Lewis Co. Line to Tenino.
- Recommend channelization and intersection improvements at Sixth Street in Bucoda.
- Possible capacity improvement strategies for the City of Tenino include; construct a couplet using SR 507 and a parallel city street, widen existing roadway, or develop an alternative route.
- Construct a one-way couplet system through the Town of Rainier using SR 507 and a parallel street.
- Construct additional crosswalks and sidewalks in areas near schools to provide walking routes for school children.
- Upgrade existing transit stops to meet Americans with Disabilities Act (ADA) standards and construct covered shelters.
- Recommend inter-county transit connection with Intercity Transit and Twin Transit.
- Construct park and ride lots in the City of Tenino and the Town of Rainier

City of Yelm

- The City of Yelm is developing plans for alternate routes both to the north and south of the city. Presently the City is focusing on the “Y-2” Alternate Route which would bypass to the south.
- Construct additional crosswalks and sidewalks in areas near schools to provide walking routes for school children.
- Upgrade existing transit stops to meet Americans with Disabilities Act (ADA) standards and construct covered shelters.
- Recommend inter-county transit connection with Intercity Transit and Pierce Transit.
- Construct park and ride lot in the City of Yelm

Yelm to Roy Wye

- Recommend constructing a four lane highway with a two way left turn lane through the community of McKenna.
- Provide additional capacity to SR 507 from McKenna to Roy, and from Roy to SR 7 by constructing a four lane divided highway.
- Possible capacity improvement strategies for the City of Roy include; construct 4 lane highway with center two way left turn lane, construct a couplet using SR 507 and a parallel city street or develop an alternative route.
- Recommend construction of crosswalks and sidewalks in areas near schools to provide walking routes for school children.
- Recommend Pierce Transit expand service to communities along SR 507.
- Partner with Fort Lewis to develop a crossing plan for their troops and equipment.

Conclusion

Planning is an ongoing process and must be flexible in order to incorporate unforeseen trends. One of the goals of this plan is to integrate the Department of Transportation's needs with the needs of local transit authorities, cities, counties, regions, citizen groups, and the traveling public. It is believed that this plan along with a certain amount of flexibility will provide a safer and well integrated transportation system for State Route 507. This Route Development Plan will be updated and modified periodically.

When approved, this long range plan will provide guidance for development of the Olympic Region's program of projects as well as guiding the Region's Development Services Team in defining developer impact mitigation measures. The Washington State Department of Transportation would like to express its sincere appreciation to the individuals and local and regional agencies that took an active role in the development of this plan. The WSDOT encourages these agencies to actively participate in future planning processes and to review and comment on the contents of this plan. Final approval of the State Route 507 Route Development Plan will be issued by the WSDOT Olympic Region Administrator.